

LONDON BOROUGH OF BRENT**Meeting of the Highways Committee
22nd March 2005****Report from Director of Transportation**

For action

Wards affected: All

Report Title: London Bus Priority Network (LBPN) Progress Report

Forward Plan ref:

1.0 Summary

- 1.1 This report updates members on progress on the LBI/LBPN programme since the last report to this committee. The report also informs members on the schemes identified on various bus routes in the 2005/06 LBPN programme.

2.0 Recommendations

- 2.1 That Committee agrees the control of progress report submitted by officers on the LBPN programme.
- 2.2 That Committee notes the LBPN programme for 2005/2006 and agrees to proceed with the public consultations on the proposed schemes.
- 2.3 That the Committee authorises the Director of Transportation to proceed with public and statutory consultation and to implement the schemes if there are no objections or he considers that objections received are groundless or insignificant.

3.0 Detail**LBPN programme of works 2005/2006**Highways Committee
22nd March 2005Version 3.0
8th March 2005

3.1 Table 1 below is a description of the Bus Priority Schemes in Brent which have been included in the London Bus Priority Network (LBPN) programme for 2005/06.

Table 1.

SCHEME REF.	LOCATION	PROPOSALS and ALLOCATIONS
BP22	Ealing Road/High Road	Study to be carried out for junction improvement. 20K
BP18	Ealing Road- Hanger Lane	Study to be carried out for Capacity improvement.15K
BP17	Ealing Road.	Congestion reduction measures.30K
BP9	Colindale terminus	Proposed waiting restrictions.10K
BP11	Alperton – Wembley Park; Coles Green Road/Dollis Hill	Whole Route study, scheme development.180K
BP15	Blackbird Hill/Neasden Lane	Traffic flow improvement study.20K
BP16	Wembley High Road	Congestion reduction measures.50K
BP21	Sudbury	Bus lane review.20K
BP4	Willesden junction- Tubbs Road/Station Approach	Signal modification.50K
BP5	Neasden Grange Roundabout	Bus priority measures.50K
BP25	Route 18 Harrow Road	Bus lane review .37K

3.2 Table 2 below is descriptions of the Bus Stop Accessibility identified in Brent for implementation during 2005/06 financial year.

Table 2

SCHEME REF	LOCATION	ROUTES TO BENEFIT	PROPOSALS and ALLOCATIONS
BS7	Kilburn High Road	16,32,98,316,328,189	Review bus stop locations.15K
BS8	Park Parade	187,206,226	Proposed relocation of bus stop to reduce tailback.5K
BS9	Crest Road and Tanfield Avenue	182,245,316	Bus stop markings.50K
BS10	Hay Lane	204	Measures to improve bus flow.25K
BS11	Doyle Gardens	187	Bus stop cage marking.5K

BS12	Kilburn Lane and Carlton Vale	6, 187, 316	Bus stop marking.20K
BS16	Wembley Park Drive	223, 297	Bus Border.20K

3.3 Although the funding is available on the above mentioned schemes, Transport For London has requested all boroughs within the North West sector to prepare a list of additional schemes with a view to study, detailed design, consultation and possible implementation in 05/06 financial year subject to funding availability. (These are shown in table 3 and 4)

Table 3- additional Bus Priority schemes for consideration

SCHEME REF	LOCATION	ROUTES TO BENEFIT	PROPOSALS
BP1	Chaplin Road/Montrose Crescent/ Station Grove	H17	Waiting restrictions, kerb realignment at junctions
BP2	High Road/ Park Lane junction	18, 182, 83, 92	Signal phasing / possible bus lane extension.
BP3	Willesden High Road/Dudden Hill junction	226, 260,266	Signal phasing, possible changes to waiting restrictions.
BP6	Kingsbury/ Kenton Road	183	Study on bus lane improvement, lane markings in non- bus lane sections, traffic signal phasing
BP7	Harlesden High Street/ Craven Park	18, 266, 260	Study on lane marking, traffic flow and traffic enforcement measures
BP8	Roe Green/ Kingsbury Road	204, 302	Realign left and right turns from Kingsbury Road and signal phasing.
BP10	Kilburn Park Station	32, 206	Improvement of bus stands
BP12	Wembley Stadium, Wembley Park Stations	18, 182, 83, 297, 223, 92	Bus priority measures
BP14	Honeypot Lane/Kingsbury Circle	79, 305	Proposed Southbound bus lane
BP15	Butlers Green	18	Bus Stands, turning turning circle
BP17	Dudden Hill Lane	N98, 226,302	Proposed southbound bus lane

Table 4 Additional Bus stop accessibility schemes for consideration

SCHEME REF	LOCATION	ROUTES TO BENEFIT	PROPOSALS
BS5	Church Road	260, 266	Bus stop relocation
BS13	Burnley Road, Dollis Hill	226	Bus stop relocation
BS15	Whole Route 18	18	Bus stops review
BS17	Walm Lane	260, 266	Bus stops clearway

Background

- 3.4 The 27 July 2004 Highways Committee noted the proposed programme of work on bus priority schemes in Brent for 2004-05, as identified in the London Bus Initiative (LBI) and LBPN programme and approved the consultation strategy recommended by officers. The Committee also authorised the Director of Transportation to proceed with any necessary statutory consultation, to consider any objections or representations and either to refer objections or comments back to this committee where he thinks appropriate or to implement schemes if there are no objections or representations, or if he consider the objections or representations, are groundless or insignificant.
- 3.5 This report relates to the 2005-06 London Bus Priority Network.

Scheme 182 /11a &11b - Watford Road (Appendix A)

- 3.6 At the 27th January 2005 Highways Committee it was agreed that the decision on these schemes be deferred pending further discussions with local Ward Councillors and local residents' association.
- 3.7 A meeting took place on 21st February with the residents' association of Watford Road, officer from TfL and their sector consultant on the route 182. The proposed schemes on Watford Road were discussed and other problems associated with the buses in Sudbury were highlighted. It was determined that the congestion occurring on the southbound approaches to the roundabout is mainly contributed by a high numbers of buses terminating at Sudbury. Alternative options were presented to TfL's officer including the extension of the route 18 to Northwick Hospital. Other option discussed was the possibility of bus stand at the Butler Green Roundabout. These options were also discussed at the LBPN sector meeting and it was agreed by TfL that both options are being considered and will be reported back to officers at a future meeting of the LBPN.

4.0 Financial Implications

- 4.1 Brent Council has received an allocation of £482,000 in the Borough Spending Plan (BSP) for LBPN schemes for the 2005/06 financial year. The costs of consultation and implementation of schemes detailed in this report will be met from this funding. The LBPN Partnership will fund any additional staffing resources required by Brent to deliver the programme of schemes detailed in this report. There is an additional allocation of £140,000 for Bus Stop Accessibility schemes. Any carry over schemes will require TfL's approval and will have financial implications on 2006/07 schemes.

5.0 Legal Implications

- 5.1 Some of the schemes highlighted in this report might require parking controls and mandatory bus lanes. These proposals would require the making of traffic regulation orders under the Road Traffic Regulation Act 1984, or a variation to existing schemes. The procedures to be adopted for making the actual orders or varying existing orders are set out in the associated Local Authorities ' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The Council is required to undergo a consultation process as a part of the process of making an order.
- 5.2 Any bus lane proposals are introduced initially on an experimental basis. Section 9 of the Road Traffic Regulation Act allows local authorities to implement experimental schemes, but they can only be implemented for up to 18 months. These orders must be the subject of consultation with the bus operator and Transport for London in the case of an order affecting a bus service
- 5.3 Any experimental order may be made permanent but there are certain requirements that need to be met before this can happen. One of these requirements is that the authority must notify people in its statement for making the order that they can object to the order in writing, within 6 months of the coming into effect of the order, or within 6 months of any variation of the order. And the objections must be considered as though they had been submitted as part of a statutory consultation process prior to the making of the order.
- 5.4 Members are asked to authorise the Director of Transportation to consider objections, if he thinks, these are groundless or insignificant, prior to him implementing the various schemes following the public or statutory consultation process.

6.0 Diversity Implications

- 6.1 All public consultation material includes a section written in the most common languages used in the Borough with an explanation of how more information about proposals can be obtained.

7.0 Staffing/Accommodation Implications (if appropriate)

- 7.1 The Transportation Service Unit is undertaking the scheme development, public consultation, statutory consultation and implementation work on all the schemes in the LBPB programme mentioned in this report.

8.0 Environmental Implications

- 8.1 The Council's policies of securing the best public transport network to serve the needs of residents and visitors to the borough is key to the reduction in the dependency on car use, especially for short journeys. TfL has invested heavily in improvements to bus services, with new routes and vehicles and increased frequencies across much of the Brent Bus network. This is seen as a key factor in reducing (or at least containing growth in) the number of vehicles on Brent's road network, helping to reduce CO2 emissions and improving air quality for all. Bus lanes are vital to the successful operation of the bus network and to providing a reliable service which offers a feasible alternative to the use of private car transport on increasingly congested roads.

9.0 Background Papers

- 9.1 Highways Committee Report (Item No..) 27th January 2005
LBPB TP86
A New Deal for Transport: Better for Everyone (DETR)
Traffic Management and Parking Guidance for London (GOL)
- 9.2 Any person wishing to inspect the above papers should contact Amir Hosseini, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5188

Contact Officers

Richard Saunders
Director of Environmental Services

Appendix A

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

London Borough of Brent
Proposals for bus service improvement to route 182 -
Watford Road section

Have your say on the proposals

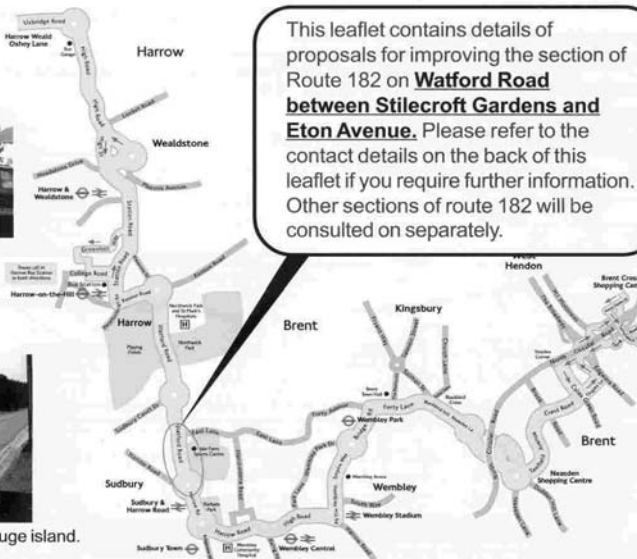
Bus ⁺ Route 182



Watford Road.



Watford Road existing refuge island.



This leaflet contains details of proposals for improving the section of Route 182 on **Watford Road between Stilecroft Gardens and Eton Avenue**. Please refer to the contact details on the back of this leaflet if you require further information. Other sections of route 182 will be consulted on separately.

The London Borough of Brent proposes to introduce an eastbound bus lane along Watford Road (towards Sudbury) to reduce delays to buses and general traffic and to improve the bus journey experience.

In connection with the above scheme, it is proposed to widen the west side of the carriageway in order to accommodate the proposed eastbound bus lane.

The borough also proposes to improve pedestrian facilities by providing one new pelican crossing and converting the existing zebra crossing into a pelican crossing.



Appendix A continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

Route 182 improvements

Bus lanes / bus lane hours

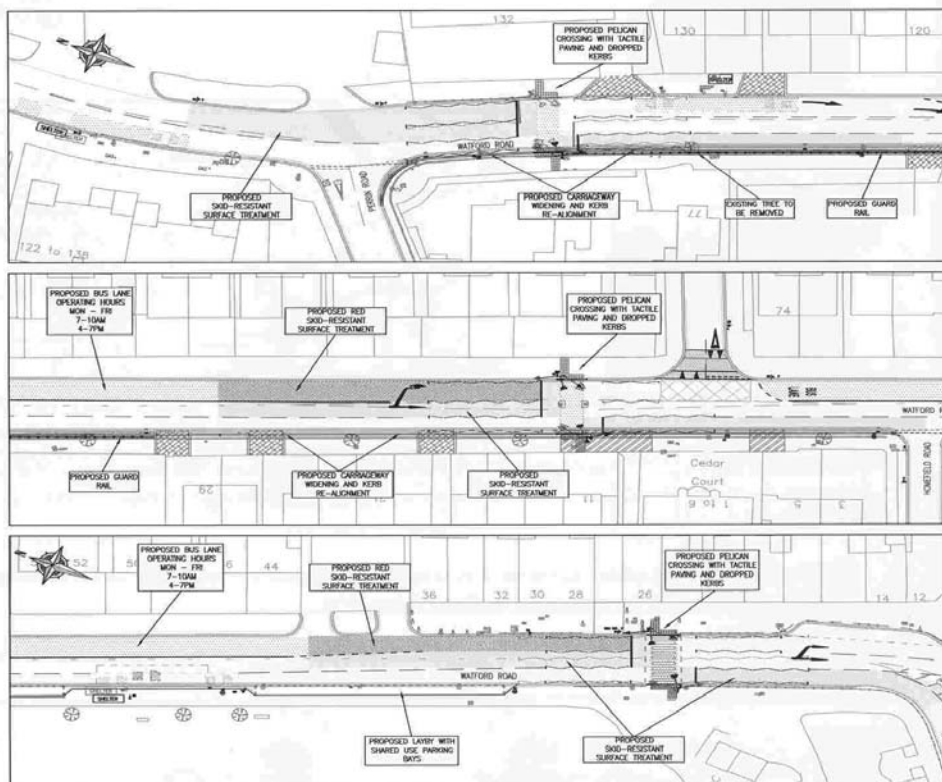
The proposal is to incorporate a new eastbound bus lane along the Watford Road from the junction with Stilecroft Gardens to the junction with Eton Avenue for buses, coaches, taxis and cyclists. Bus lane operating hours are proposed to be from 7 - 10am and 4 - 7pm, Monday to Friday.

Wembley Stadium Event Days

It is expected that traffic volumes will increase during events at the Wembley Stadium. This will increase journey times in off-peak periods. It is therefore proposed to have the bus lane operational from 7am to midnight on event days.

Widening of Westbound Carriageway

The proposal will also involve the widening of the westbound carriageway in order to accommodate the proposed eastbound bus lane. This means that some existing facilities along the footway in the westbound direction will be relocated. This will not have an impact on existing resident parking bays on footways. The centreline marking in the carriageway will be re-aligned and new road markings provided to separate the eastbound and westbound traffic.



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Appendix A continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

New Pedestrian Facilities

The borough proposes to improve pedestrian facilities along the route in order to enhance safety. In line with that, it is proposed to replace the existing refuge island outside no.11 Watford Road with a new pelican crossing. In addition the existing zebra crossing outside no. 26 Watford Road is proposed to be converted into a pelican crossing.

New Lay-bys

The Borough is keen to avoid loss of parking bays in the implementation of the proposals outlined in this leaflet. It is therefore proposed to provide a lay-

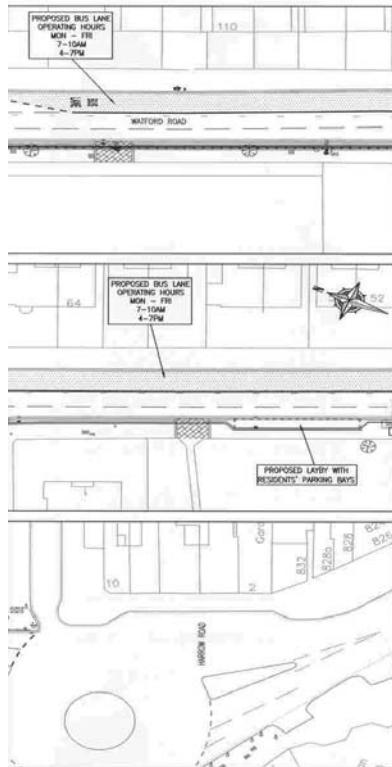
by opposite 30-44 Watford Road and another opposite 52-56 Watford Road to replace the existing parking bays.

London Buses' Improvements

London Buses is introducing measures to improve services across the bus network. New buses are being introduced whilst old ones are being upgraded in order to enhance accessibility and comfort. Improvements are being made to bus shelters. These include better lighting, seating and cleanliness.

Team work

The successful development of these proposals will be the result of you working together with other organisations connected with these proposals. These include the London Buses and Street Management, the London Borough of Brent, Bus Operators and Mouchel Parkman Limited who are appointed by the London Borough of Brent as consultants for the scheme.



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Public Display

If you would like to see a detailed plan of these proposals please visit the one stop shop at Brent House, 349 - 357 High Road, Wembley, HA9 6BZ.

What happens next?

Following the receipt of all responses and comments, a consultation report will be presented with recommendations to a delegated authority for approval to progress the scheme. If the proposals are approved, the scheme would be implemented before spring 2005.

If you have any questions about the proposals please contact:

John Kissi, Mouchel Parkman Ltd, 020 7803 2600.

Appendix A continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

Help us to help you

Please complete this questionnaire by ticking the boxes as appropriate. You may find this leaflet helpful when answering the questions.

When you have completed the questionnaire, please post it back in the prepaid envelope provided by 29th October 2004 to;

John Kissi, MouchelParkman Limited. FREEPOST NAT4920, London, SE1 8BR

We appreciate your time spent completing this questionnaire. Your response will be carefully considered when reviewing this proposal.

What are your views on the proposal?

1. Do you represent a residents association or any other interest group?

Yes A

If yes, please specify.....
.....

No B

2. By what means of transport do you normally travel in this area?

Car/van/motorcycle C

Lorry D

Bus E

Tube/train F

Bicycle G

Walk H

3. Do you live, work or own a business along the route or in adjacent roads or are you visiting?

Live I

In which street?.....

Q3. Cont.

Work J

In which street?.....

Own a business K

In which street?.....

Visiting L

If visiting – what is the reason for your visit?

Business M

Shopping/leisure/tourism N

Other O

4. Do you normally experience difficulties crossing Watford road?

Yes P

If yes, briefly describe your experience
.....

No Q

P.T.O

Appendix A continued

Public Consultation Bus Route 182 Brent Cross to Harrow Weald

What is Bus Plus?

With over 4.5 million bus trips made every working day in London, an efficient bus service is a vital part of Transport operations. Improving public transport is a top priority for the Mayor of London (Ken Livingston) and London's local authorities.

An Important part of this is the creation of a network of bus routes with improvements along their entire length. These are called **BusPlus** routes. Work on the first phase of **BusPlus** was completed in 2002.

Bus Route 182 was chosen for inclusion in the second phase of the **BusPlus** programme and is being significantly upgraded. As Part of this initiative, new bus priority proposals have been developed along the section of route 182 highlighted.

BusPlus objectives

BusPlus improvements are intended to:

- Reduce bus journey delays
- Make bus journey times more reliable
- Reduce 'bunching' of buses
- Create a more pleasant and safe bus stop environment
- Make it easier for all passengers to get on and off the bus
- Locate bus stops more conveniently

If you have difficulty understanding this in English, please contact the One-Stop Shop at the Town Hall, Forty Lane, Wembley Monday to Friday 9am to 5pm. Telephone 020 8937 1200

اگر آپ کو اسے انگریزی میں سمجھنے میں دشواری ہو تو براہ کرم ہیرمانی ٹاؤن ہال واقع ٹورن لین، ویمپل میں ون اسٹاپ شاپ سے پیر تا جمعہ صبح 9 بجے سے شام 5 بجے تک ٹیلیفون نمبر پر رابطہ کریں۔ 020 8937 1200

જો તમને અંગ્રેજી ભાષામાં આ સમજવાની મુશ્કેલી પડતી હોય તો, મહેરબાની કરીને વન-સ્ટોપ શોપનો સંપર્ક સાધશો. તે વેબસ્ટોપ ખાતે, ફોર્ટી લેઈનમાં, ટાઉન હોલમાં છે. સમય: સવારના ૯ થી સાંજના ૫ સુધી, સોમવારથી શુક્રવાર. ટેલિફોન: ૦૨૦૬-૮૩૭-૧૨૦૦

English

Urdu

Gujarati

यदि आपको इसे अंग्रेजी में समझने में मुश्किल आती है तो आप कृपया इनके साथ सोमवार से शुक्रवार तक सुबह 9 बजे से शाम 5 बजे तक संपर्क करें -

वन-सटॉप शॉप, टाऊन हाल, फोर्टी लेन, वेंबली
टेलीफोन 020 8937 1200

Hindi

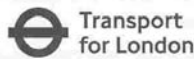
Haddii aad dhib kala kulanto in aad tani ku fahamto luqada ingiriisida, fadlan la xidhiidh xafiiska One-Stop Shop ee ku yaala Town Hall, Forty Lane, Wembley Isniinta ilaa Jimcaha 9ka subaxnimo ilaa 5ta galabnimo. Telefoon 020 8937 1200

Somali

ને તુઠાનું દિવ અંગરેજી વિષ સમજાટ વિષ મુશ્કા આઉટી હે ઝાં કિરપા કરકે દિવન નાલ સેમદ ઝેં યુકરવાર ઝક સદેહે 9 વને ઝેં શામ 5 વને ઝે રાષ્ટા કરે:
વન-સટૉપ શૉપ, ટાઉન હાલ, ફોર્ટી લેન, વેમ્બલી
ટેલીફોન 020 8937 1200

Punjabi

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